

WIGGLANT AT YACHT.

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FAIRPORT, July 30.—The Yanket yacht, which was towed here from Penance on Sunday by her tender, the Pelican, and was expected to try conclusions with the Britannia and Satanta over a triangle course, was today, disappointed a multitude of sight-seers by not entering the contest. Mr. Gould announced just before the time fixed for the start that the Yanket's bobstay had been wrenched and weakened in a preceding race, and that it would be necessary to get a new one.

The light and westerly weather, it is said, also had an influence on Mr. Gould's decision not to race, which was made after consultation with Capt. Hank Hall. The Yanket skipper's first view of the harbor yesterday prompted him to declare against racing on the regular regatta course inside, but when he was told that the Satanta would be over a triangle course, he changed his mind and came out to sea.

The harbor was calm and radiant this morning. There were nearly 300 steam and sailing craft of various rigs crowded with merry parties who had come to witness the regatta. The Yanket's tender, the Pelican, was seen to be in the harbor, but the Yanket herself was nowhere to be seen.

The course was that of the Royal Cornwall Yacht Club, and was sailed over three times, a distance of forty nautical miles. It was the Britannia's breeze, and she was in the lead from the start. The Satanta was in second place, and the Yanket was in third place.

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No one will begrudge the American yacht her victory over Britannia in Belfast Lough on Tuesday. It came almost as a relief after her remarkable series of seven defeats. A number of English sporting journalists, whose acquaintance with the tactics of yacht racing is slight, though they had been in the Solent, were fishing over the astounding superiority of the English vessel. Yet nothing of the kind was warranted. Britannia has, perhaps, given Vigilant as good as she gave Valkyrie in the matches for the America cup, but that is all.

One of the pleasant features of the evening was the presentation of a beautifully engrossed series of resolutions to the Larchmont Yacht Club, which were read by the Commodore, J. C. Stevens.

The Larchmont Yacht Club extends sincere congratulations to the Vigilant for her victory in the first race of the regatta, and for her subsequent success in the second race.

It must be noted that the Vigilant was unsuccessful in her second race. On Tuesday, the wind had more strength and held true to the finish. The course was the same quadrilateral as on the previous day, three times round, Britannia being forced to give up at the end of the second round owing to the giving way of her mainmast.

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THE NEW YORK YACHT CLUB.

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The New York Yacht Club, the oldest and foremost yachting organization on this side of the Atlantic, celebrated its golden jubilee last night at the club house, 67 Madison avenue.

Every yachtsman who could possibly spare the time managed to drop into the club house, if only for a moment, to drink the club's health in some of the champagne punch which flowed like water in the model room. The outside of the club house was almost hidden with flags, pennants, bunting, and streamers, while the usually gloomy interior was a perfect mass of color.

The room where the reception was held naturally came in for the largest share of attention. Here Mr. A. B. Jones and Secretary J. V. S. Oddie of the House Committee, assisted by Superintendent Nelson Olsen, had apparently let themselves loose. At one end of the room was a long table, twenty-two feet long, with the numbers 1844 and 1944 on each side. This was the centenary of the club's founding.

There were no less than five hundred yachtsmen, who have made all of the New York Yacht Club's flags and bunting for the past twenty-two years. The flags and bunting were of various colors, and were arranged in a most beautiful manner.

The reading of a long telegram and resolutions from the regatta committee, which were read by the Commodore, J. C. Stevens, was the first order of business. The telegram was from the regatta committee, and was a most interesting one.

The Commodore, J. C. Stevens, then made a most interesting speech, in which he reviewed the history of the club from its founding in 1844 to the present time. He spoke of the club's many achievements, and of the many yachtsmen who have been members of the club.

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DROWNED IN THE HUDSON.

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Seven young men who lived in the row of tenements on the west side of West End avenue, between Sixty-seventh and Sixty-eighth streets, went out sailing on Sunday afternoon. They were not heard from until after 1 o'clock yesterday morning, when four returned and reported their three comrades missing. The young men who composed the sailing party were: Henry Heblin, 30 years old, of 63 West End avenue; George Klipper, 21 years old, of 63 West End avenue; and John Schaefer, 19 years old, of 63 West End avenue. It is feared that Heblin, Klipper, and Schaefer were drowned.

The party went sailing in a 17-foot open boat, which was partly owned by Heblin, who arranged the party. He had taken out some of the lads before, and the survivors say he understood how to sail the boat perfectly. The start was made from the foot of West Eighty-fourth street. They had a good sail, and were nearly 6 o'clock before they were ready for the return trip. Heblin took the tiller and Heblin steered the boat.

The breeze began blowing briskly soon after they started, and the water became rough. White caps made their appearance, and the boat was tossed about. Heblin, who was at the tiller, was thrown overboard, and the boat was left to the mercy of the waves. The survivors say that they were unable to do anything to save Heblin, and that they were forced to return to shore.

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